

CONDITIONAL USE PERMIT APPLICATION

Applicant (name and address):

Attorney Sean O'Flaherty on behalf of Mark Swingle

Owner of site (name and address):

Mark Swingle

Architect (name and address), if applicable:

John Olson Construction, LLC

Professional Engineer (name and address), if applicable:

Contractor (name and address), if applicable:

John Olson Construction, LLC

Address of subject premises:

4120 Brickyard Ln., La Crosse, Wisconsin, 54601

Tax Parcel No.: 17-50465-643

Legal Description: See attached legal description

Zoning District Classification: Residential

Conditional Use Permit Required per La Crosse Municipal Code sec. 15.26 (D)(15)  (If the use is defined in (H)(6)(c)(i) or (ii), see "\*" below.)

Is the property/structure listed on the local register of historic places? Yes \_\_\_\_\_ No

Description of subject site and current use (include such items as number of rooms, housing units, bathrooms, square footage of buildings and detailed use, if applicable). If available, please attach blueprint of building(s):

Empty lot consisting of 0.465 acres

Description of proposed site and operation or use (include number of rooms, housing units, bathrooms, square footage of buildings and detailed use). If available, please attach blueprint of building(s):

See the attached Exhibit A

Type of Structure (proposed): Garage/Carriage House

Number of current employees, if applicable: 0

Number of proposed employees, if applicable: 0

CITY OF LA CROSSE, WI  
General Billing - 115658 - 2014  
000721-0187 Paula G. 05/02/2014 01:20PM  
161504 - O'FLAHERTY HEIM EGAN & BIRNBAU

Payment Amount: 250.00

Gerard O'Flaherty\*  
James G. Birnbaum  
Patricia M. Heim  
Gregory J. Egan\*  
Sean O'Flaherty  
\*Admitted to Practice in WI & MN

James W. Riehgel  
Jessica T. Kirchner\*  
Aaron D. Birnbaum  
Amanda M. Halderson Jackson  
Scott J. Curtis\*  
Aiden P. Tharp

May 2, 2014

**Via Hand Delivery**

Ms. Teri Lehrke  
La Crosse City Clerk  
400 La Crosse Street, Second Floor  
La Crosse, WI 54601

**Re: *Conditional Use Permit Application***  
***4120 Brickyard Lane, La Crosse, WI 54601***

Dear Ms. Lehrke:

I have been retained by Mark and Mary Swingle to apply for a Conditional Use Permit to construct a garage that conforms with the carriage house building guidelines pursuant to Section 15.26(D)(15)(a) of the La Crosse Municipal Code on the above-referenced property. Please find enclosed the completed application along with several exhibits including the legal description of the property, the proposed construction plans for the garage, a plat map showing the dimensions of the property, and our application fee in the amount of \$250.00 made payable to the City Treasurer.

Mr. and Mrs. Swingle have expressed the need to add additional storage space to serve their property, as they are classic car collectors and their current garage does not provide sufficient storage. They have spoken with their neighbors about their desire to build a garage structure, and the neighbors have not expressed any objection to my clients. The property is currently an empty lot consisting of 0.465 acres adjacent to the Swingles' home located at 4341 Mariah Drive in La Crosse.

My clients have developed a plan with Olson Construction, LLC to construct a garage that conforms with the architectural standards provided for in the carriage house provision of the Municipal Code (§15.25(A)(4)(b)). I have included for your reference a copy of the City of La Crosse Carriage House Idea Book, which provides an outline of the applicable standards recommended to construct a carriage house in conformity with the time period and general aesthetic.

As you can see from the detailed drawings, the design of the structure is compatible with the architecture of the primary building and the time period in which it was constructed. The footprint of the garage does not exceed 60% of the primary structure, and it does not exceed the height of the primary structure. The projected value of the garage exceeds \$35,700.00, which the

City Assessor's office informs me is 30% of the average assessed value of residential properties in the city of La Crosse, which is \$119,000.00.

The design of the structure also conforms with the traditional aesthetic of a carriage house as outlined in the City of La Crosse Carriage House Idea Book. The structure includes authentic older period windows and doors, including hinges and handles that match the period. The garage door matches the design and function of the side-hinged swinging door pictured in the Idea Book. In addition to these features, the design and pitch of the roof as well as the many ornamental additions are intended to add to the "look" of a carriage house.

Please review this application in preparation for the next meeting of the City Plan Commission. I will attend the meeting to answer any additional inquiries that may be raised regarding this application. If you wish to communicate with my office prior to the meeting, please contact me directly. Thank you for your attention to this matter.

Sincerely,

**O'FLAHERTY HEIM EGAN & BIRNBAUM, LTD.**

  
Sean O'Flaherty

SOF/sjc  
Encl.

Cc: Mark & Mary Swingle

Number of **current** off-street parking spaces: 0

Number of **proposed** off-street parking spaces: 0

Check here if proposed operation or use will be a parking lot: \_\_\_\_\_

Check here if proposed operation or use will be green space: \_\_\_\_\_

\* If the proposed use is defined in 15.26(H)(6)(c)

\_\_\_\_\_ (i) and is proposed to have 3 or more employees at one time, a 500 foot notification is required and off-street parking shall be provided.

\_\_\_\_\_ (ii) a 500 foot notification is required and off-street parking is required.

If the above paragraph is applicable, the Conditional Use Permit shall be recorded with the County Register of Deeds at the owner's expense.

In accordance with subsection 15.26(R) of the La Crosse Municipal Code, a Conditional Use Permit is not required for demolition permits if this application includes plans for a replacement structure(s) of equal or greater value. **Any such replacement structure(s) shall be completed within two (2) years of the issuance of any demolition or moving permit.**

I hereby certify under oath the **current** value of the structure or structures to be demolished or moved is \$ \_\_\_\_\_.

I hereby certify under oath the value of the **proposed** replacement structure or structures is \$ 35,600.00.

If the above paragraph is applicable, this permit shall be recorded and should the applicant not complete the replacement structure or structures of equal or greater value within two (2) years of the issuance of any demolition and moving permit, then the applicant or the property shall be subject to a forfeiture of up to \$5,000 per day for each day the structure(s) is not completed.

CERTIFICATION: I hereby certify that I am the owner or authorized agent of the owner (include affidavit signed by owner) and that I have read and understand the content of this application and that the above statements and attachments submitted hereto are true and correct to the best of my knowledge and belief.

SB Staley (signature) 5/2/14 (date)  
608 784 1605 (telephone) sean@lacrosselaw.com (email)

STATE OF WISCONSIN )  
 )ss.  
COUNTY OF LA CROSSE )

Personally appeared before me this 2 day of May, 2014, the above named individual, to me known to be the person who executed the foregoing instrument and acknowledged the same.

Erica Klomp  
Notary Public  
My Commission Expires: 1/18/15

**PETITIONER SHALL, BEFORE FILING, HAVE APPLICATION REVIEWED AND INFORMATION VERIFIED BY THE DIRECTOR OF PLANNING & DEVELOPMENT.**

Review was made on the 2<sup>nd</sup> day of April, 2014

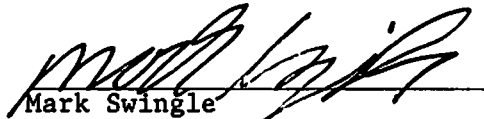
Signed: [Signature], Director of Planning & Development  
on behalf of Larry Kirch

AFFIDAVIT


STATE OF WISCONSIN     )  
  ) ss  
COUNTY OF LA CROSSE    )

The undersigned, Mark Swingle, being duly sworn states:

1. That the undersigned is an adult resident of the City of La Crosse, State of Wisconsin.
2. That the undersigned is (one of the) legal owner(s) of the property located at 4120 Brickyard Ln.
3. By signing this affidavit, the undersigned authorizes the application for a conditional use permit/district change or amendment (circle one) for said property.

  
Mark Swingle

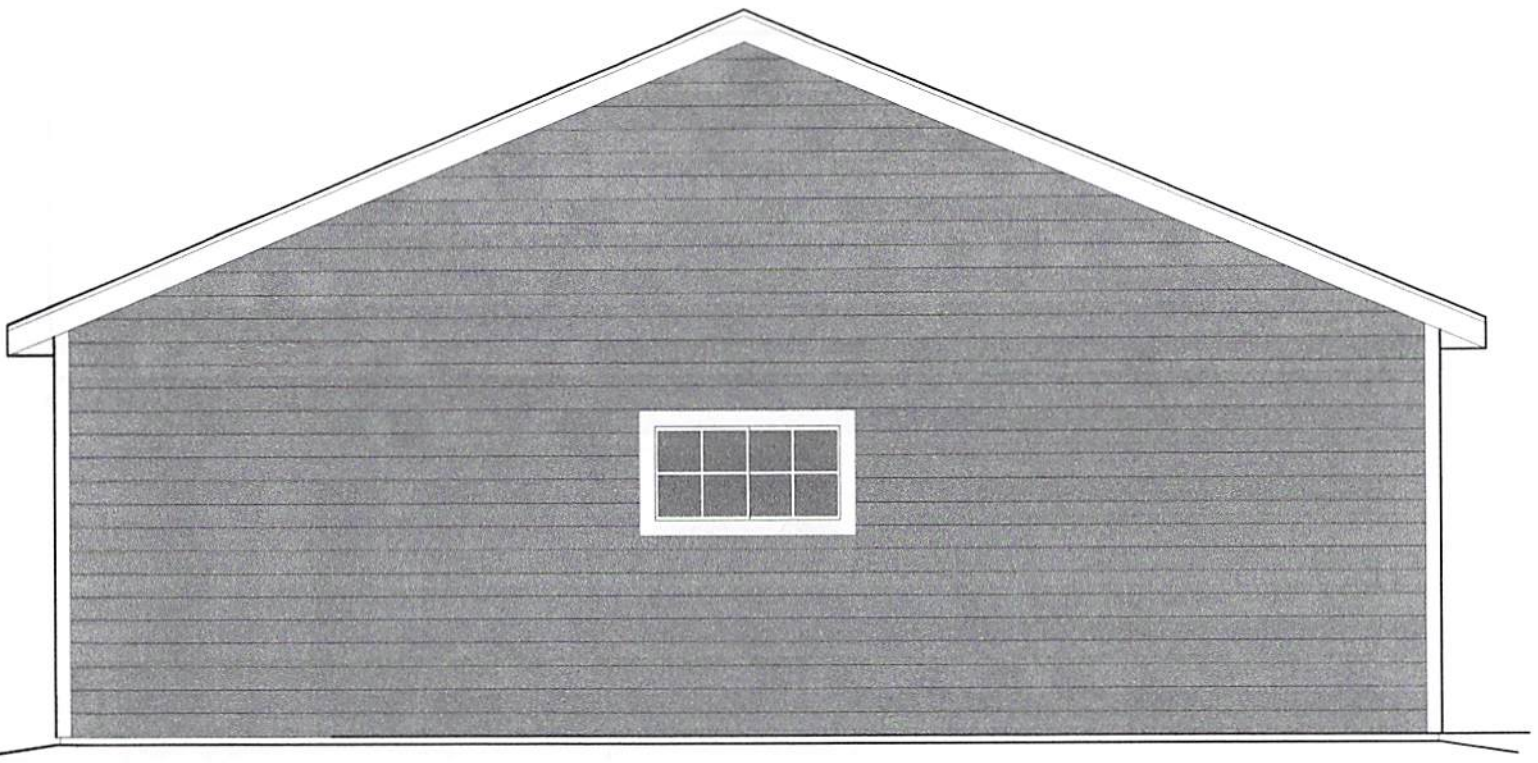
Subscribed and sworn to before me  
this 2 day of May, 2014

  
Euca Kemp  
Notary Public  
My Commission expires 1/18/15

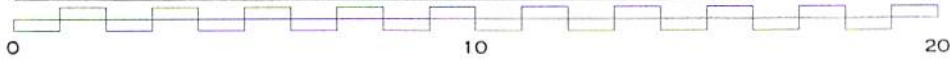
**LEGAL DESCRIPTION  
MARK D. SWINGLE AND MARY B. SWINGLE  
TAX PARCEL NO. 17-0465-643**

Lot 2 of Certified Survey Map filed November 23, 2005 in Volume 12 of Certified Survey Maps, page 131 as Document No. 1437488, being part of the NW  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  of Section 27, Township 15 North of Range 7 West, City of La Crosse, La Crosse County, Wisconsin.

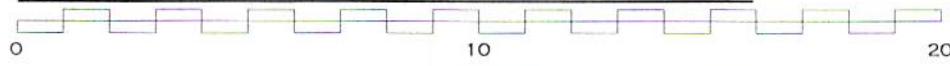
Reserving unto the Grantor, his successors in interest and assigns, an easement for ingress and egress for the benefit of Lot 1 of the above-described Certified Survey Map described as follows: All that part of Lot 2 of the above-described Certified Survey Map lying Southerly and Southwesterly of the following described line: Beginning at the Northernmost corner of Lot 3 of said Certified Survey Map; thence Northeasterly along the Southeasterly right-of-way of Brickyard Lane to the Westernmost corner of said Lot 1; thence South 31 degrees 26 minutes 42 seconds East 17.74 feet; thence South 76 degrees 26 minutes 42 seconds West 113.45 to the Southernmost corner of said Lot 1 and the point of termination of this line description.



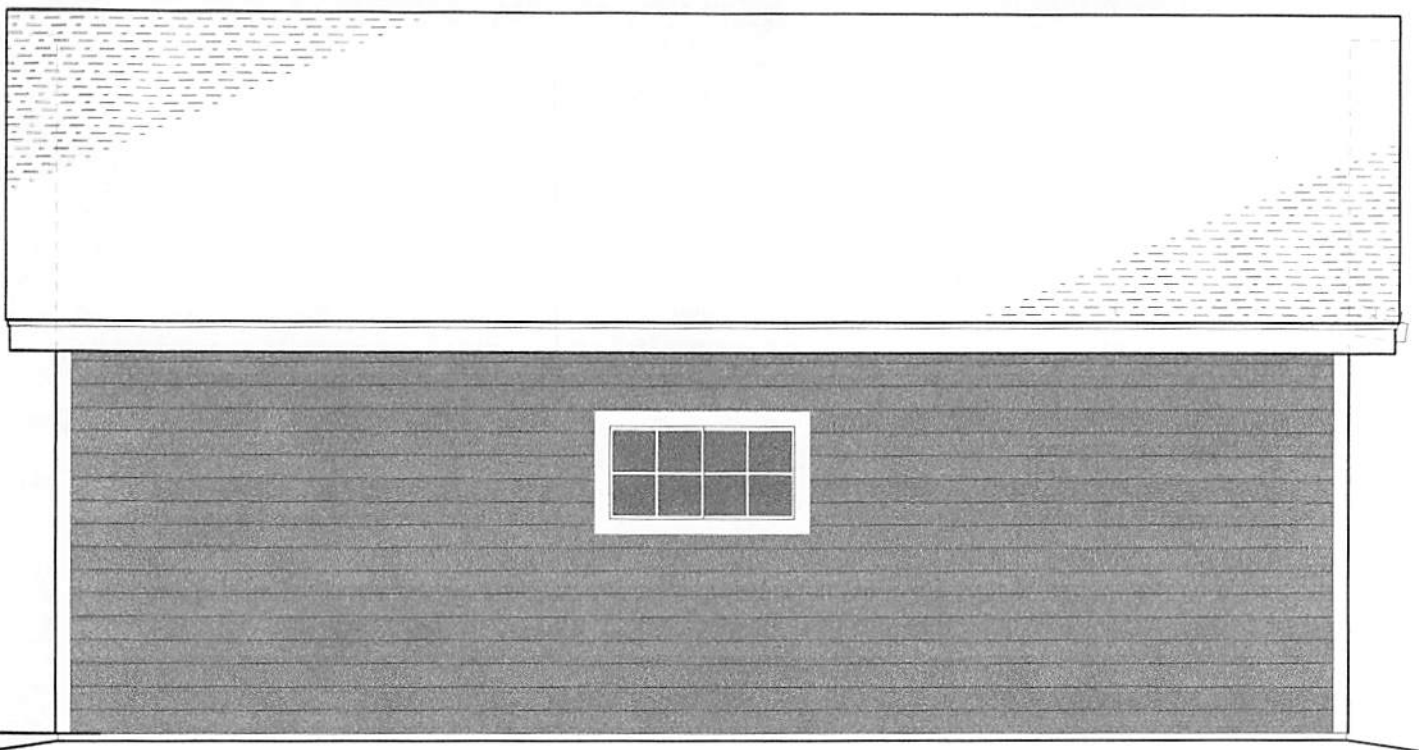
2-A2 BACK ELEVATION



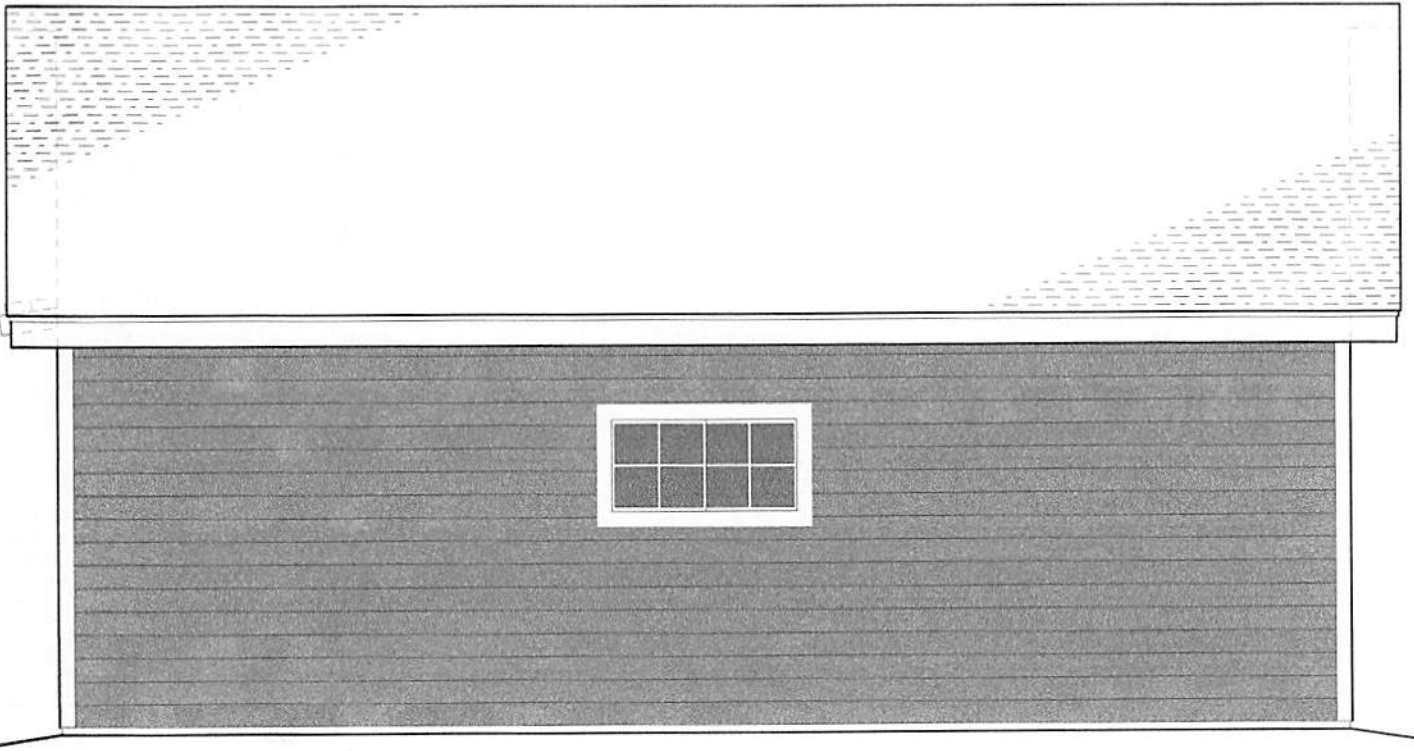
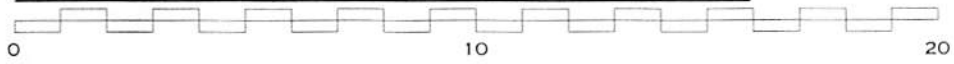
1-A2 FRONT ELEVATION



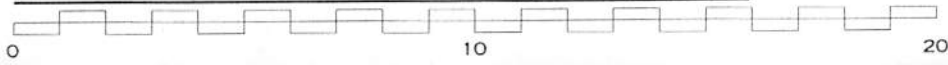


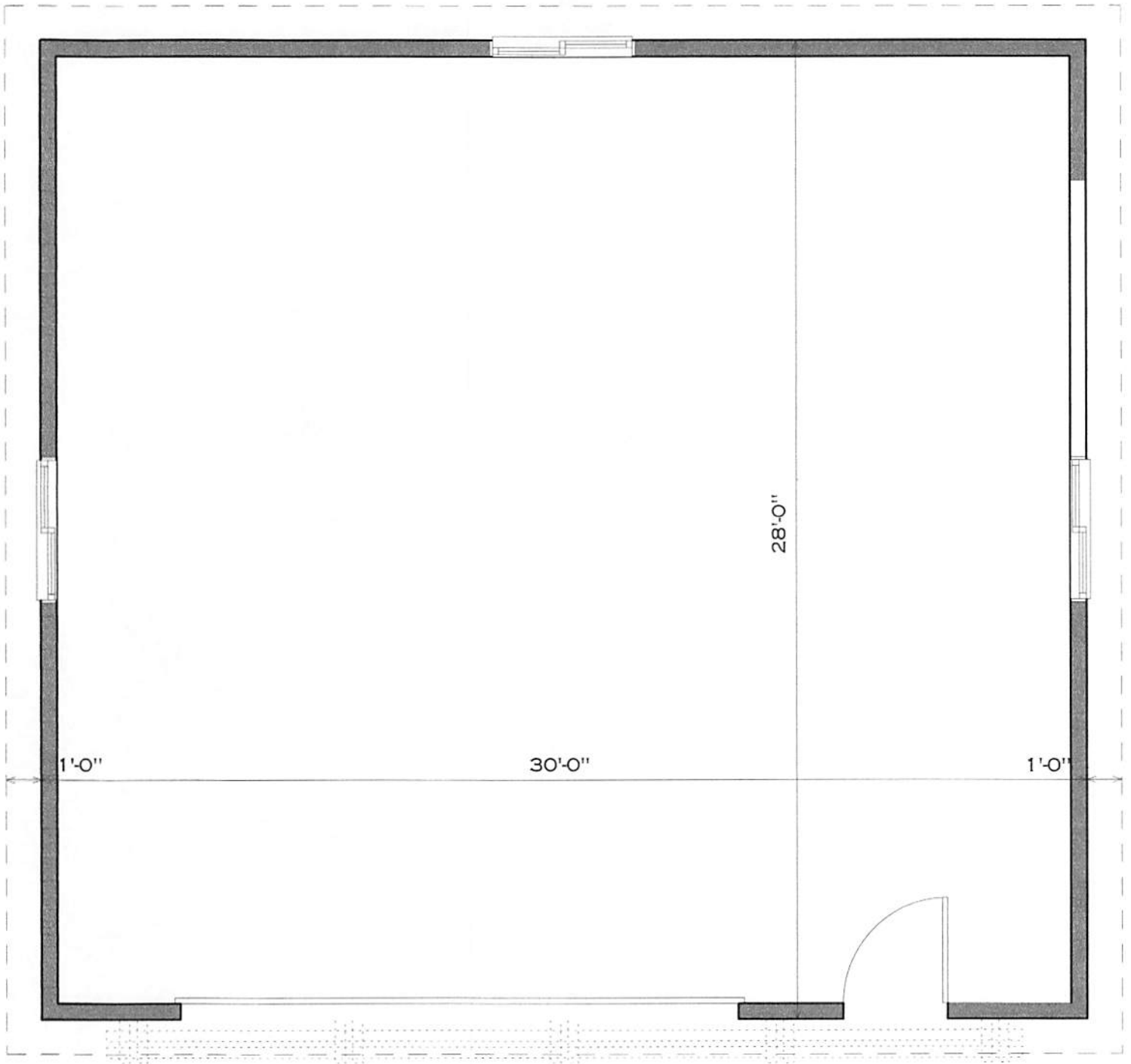


2-A3 LEFT-SIDE ELEVATION

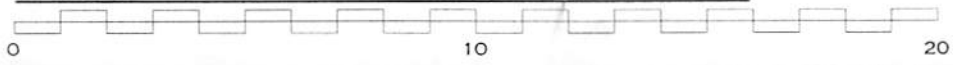


1-A3 RIGHT-SIDE ELEVATION





# 1-A1 FLOOR PLAN



**GARAGE**

4120 BRICKYARD LANE  
LA CROSSE WI 54601

JOHN OLSON CONSTRUCTION LLC  
04.29.14 608-304-5188

**A1**

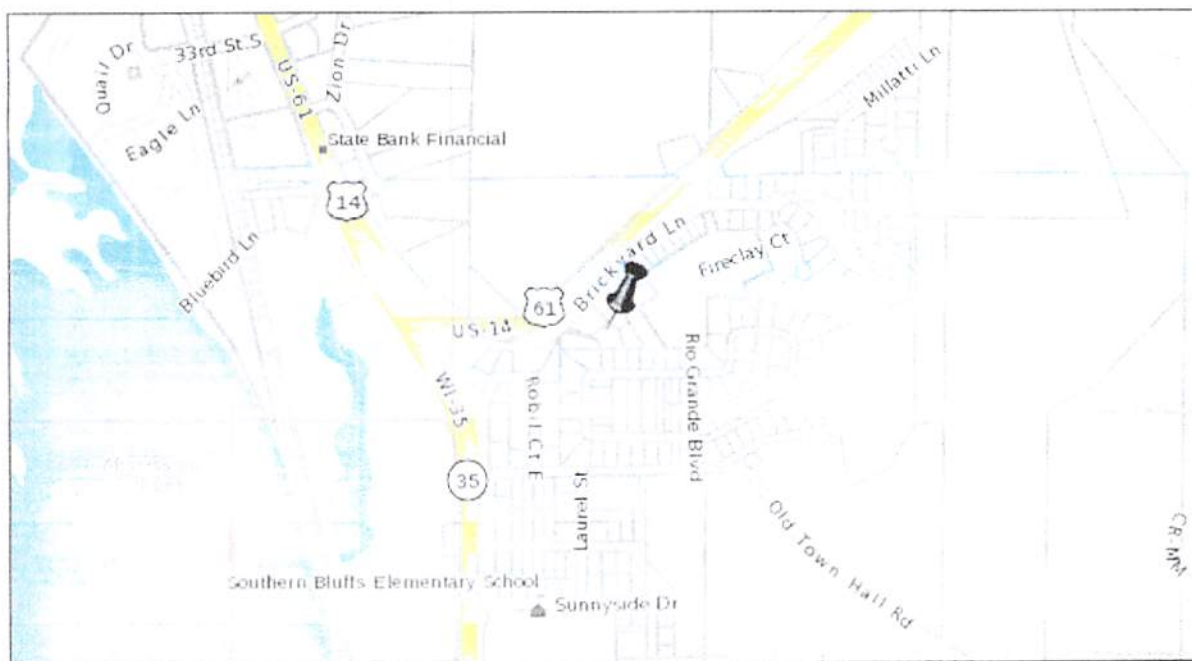


To see all the details that are visible on the screen, use the "Print" link next to the map.

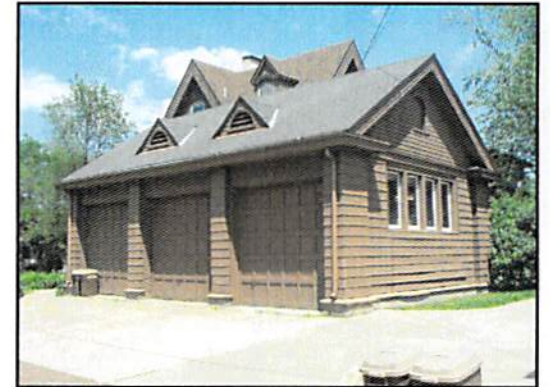
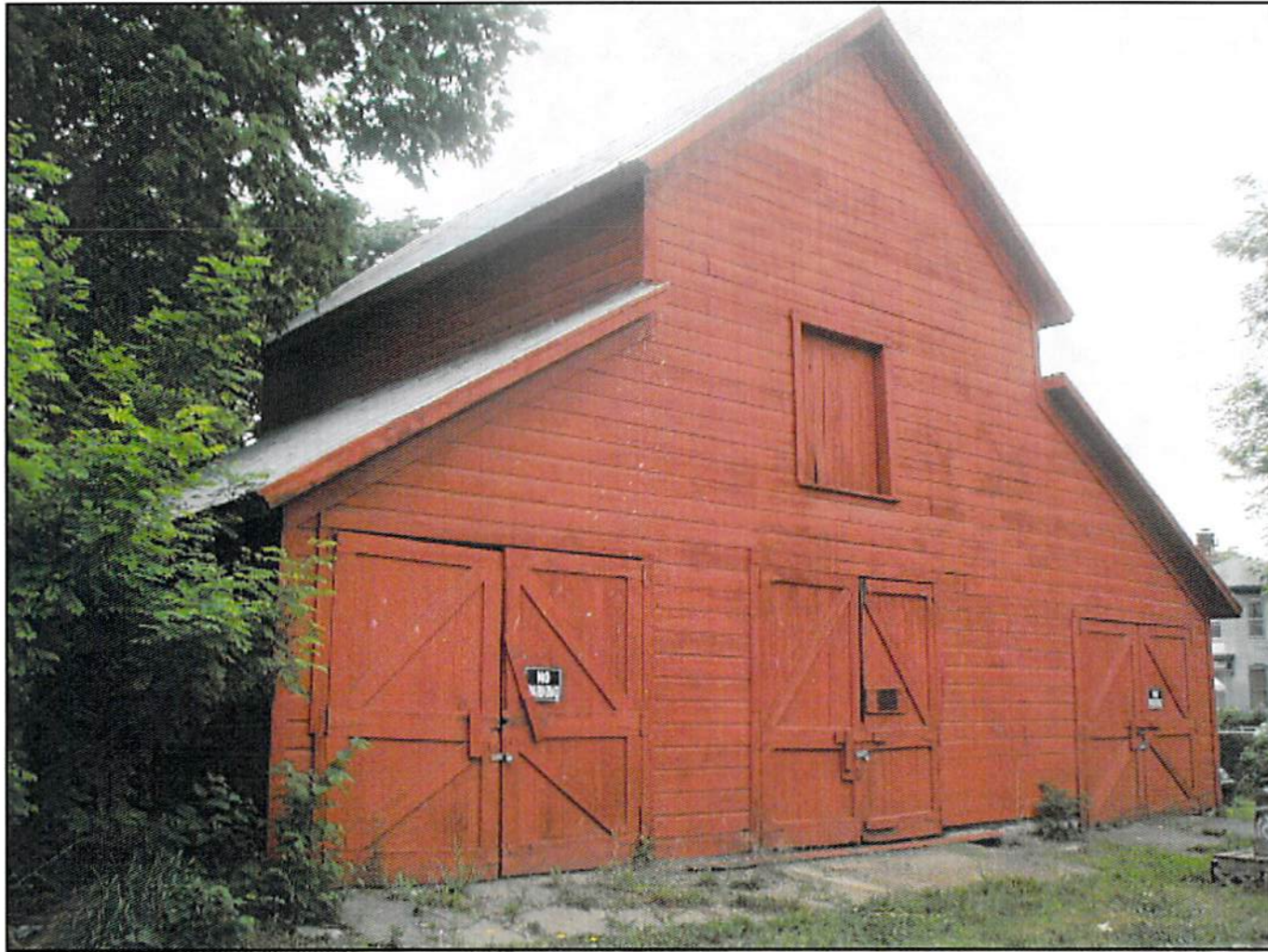


**PRIMARY STRUCTURE**

# 4120 Brickyard Lane



# City of La Crosse Carriage House Idea Book



## INTRODUCTION

Carriage Houses had no single or uniform style. They were as varied as the purposes for which they were intended. There are limited records of them being used to house pigs, chickens, a cow, a horse, and on occasion, a carriage. Before refrigeration, fresh milk and eggs were only available in one way...somebody made the early morning trip to the carriage house; and the pig was the early garbage disposal system.

The designs of carriage houses reflected their many uses. They rarely had the “gabled” look of a barn. Perhaps having left the farm behind, these city cousins wanted to believe or pretend they had advanced above and beyond those days of endless hard work. They usually had a hay maw, which is the square door on the second floor. They always had windows, or as they were called in the early 1900’s, “lights” betraying the lack of electrical lights.

Carriage houses usually bordered the alley with little or no setback space. Undoubtedly, this was to put the varied smells as far from the main house as possible and to preserve the prime green space between the home and the carriage house for the family vegetable garden. Thoughts of washing and waxing the family SUV were still in the future.

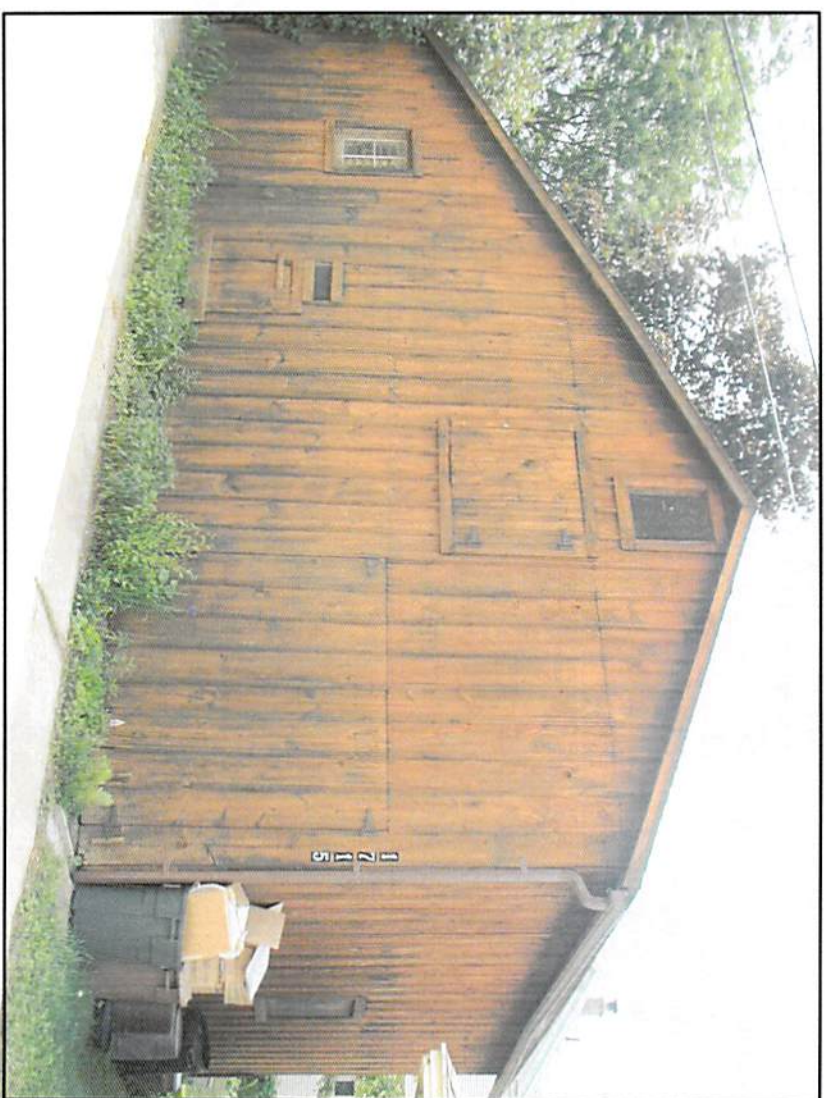
Other than these few characteristics, carriage houses shared one other notable trait. They almost never looked alike, reflecting what was going on inside. They were utilitarian, which makes them such an interesting area to study. Regretfully, we have fewer to admire each year. They are demolished as not being architecturally significant, to avoid property taxes, or due to the lack of maintenance. And with their demolition, we lose our urban landscape.....forever.



## PURPOSE

In 2001, the City of La Crosse instituted a prohibition on garages being in excess of 15 feet in height, later changed to 17 feet. The carriage house exemption was developed to allow those neighborhoods, or houses, where carriage houses were once common, to possibly have one be constructed again in those areas. Responsibility for the oversight of this exemption was assigned to the Heritage Preservation Commission, rather than the usual Board of Zoning Appeals. This was to ensure the historical and architectural integrity of the carriage house design. The carriage house exemption is not intended to be another big garage, but to reflect a vanishing urban lifestyle.

The following guidelines and hints for designing and constructing a carriage house have been approved by the Heritage preservation Commission. Design guidelines are standards, created and used in determining the architectural compatibility of proposed projects within the City. The purpose of these guidelines is to provide a clear direction to project applicants and to ensure that the decisions made by the Heritage Preservation Commission are not arbitrary, but reasonable with respect to the interests of all parties involved.



**If you regard the carriage house as “expensive,” then you should probably build your garage to the extent the La Crosse Municipal Code allows without the 17’ height exemption. If you regard the carriage house as an “investment,” then you will find large rewards in preserving or restoring part of our urban landscape, providing a thought-provoking view from your home, and giving your heirs something more to sell than another two-car box.**

## SIZE- MASS- SCALE

The typical city carriage house, which had a distinctive, but simple, silhouette, was a one-story, gabled structure with a minimum sidewall height of nine or ten feet and a steep roof pitch, which usually measured between nine or twelve inches of vertical rise for each foot of horizontal run. The steep roof pitch and tall sidewalls of a carriage house were necessary to create a loft space that was used for the storage of hay and feed. A dormer with a hayloft door provided the means by which to hoist bales of hay into the loft. The largest private carriage barns, built as accessories to the city's finest houses, were rambling, 1-1/2 to 2-1/2 story structures that often included living quarters on the second floor for grooms and chauffeurs.

### HINTS FOR DESIGNING A CARRIAGE HOUSE

- Wander the alleys of La Crosse. They are still there, fewer every year, but worth the study. Find a style, or several styles, that works for you. Take pictures. Study the North-South, East-West orientation of the buildings, the number of windows and how the building fits into its lot, never crowding the neighbor's lot.
- Sooner or later you may want to heat the building. Give this some thought at the front end. Don't limit yourself to the obvious wood stoves or gas furnaces. Consider radiant electrical heat or radiant electrical floor heat. Also, remember that smaller buildings warm up faster than larger ones.
- Avoid any excess setback from the alley to be more historically accurate. The concrete space is largely wasted and the vehicles can be positioned across the pad for washing. Many communities, to preserve water supply, only allow car washing on grassy areas where the water has a secondary use. If that becomes the norm, the large concrete pad really becomes a waste of valuable space. If you build the carriage house so large that the vehicles can no longer access the grass for washing, that's another problem.



**Primary Structure  
3- Story**



**Carriage House  
2 1/2- Story**



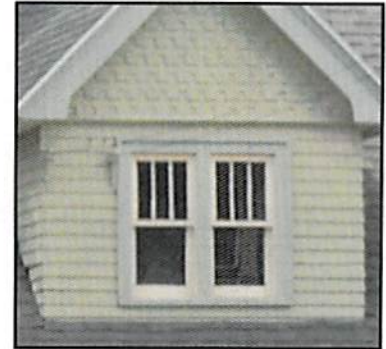
## WINDOWS

An important stylistic feature of carriage houses is the windows. Early carriage houses were generously fitted with either double-hung windows, like those used in the houses of the day, or non-openable, multiple pane, so-called “barn sash,” which are still available today. Modern style windows such as the jalousie, awning, hopper and slide-by are not recommended for use on a historically-styled carriage house, nor are the small octagonal ornamental wooden windows commonly mass-produced today. It would be appropriate, however, to install a diamond-shaped, half-round window in the gable of your carriage house.

The windows should be framed with surrounds composed of flat, wide boards instead of the narrow “brick molding,” which comes factory applied. Before installing a new pre-hung window in your carriage house, the brick molding can be removed and replaced with board trim better suited to the design of a period style carriage house.

### HINTS FOR DESIGNING A CARRIAGE HOUSE

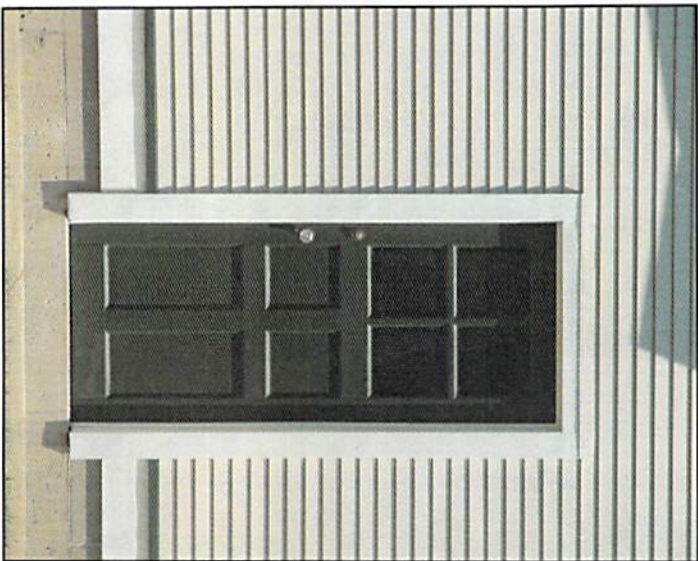
Plan around the windows and the doors. For authenticity, find older period windows and doors. The cost is usually the same as new, but there is no comparison to the authenticity you will create.



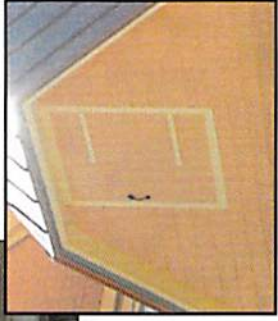
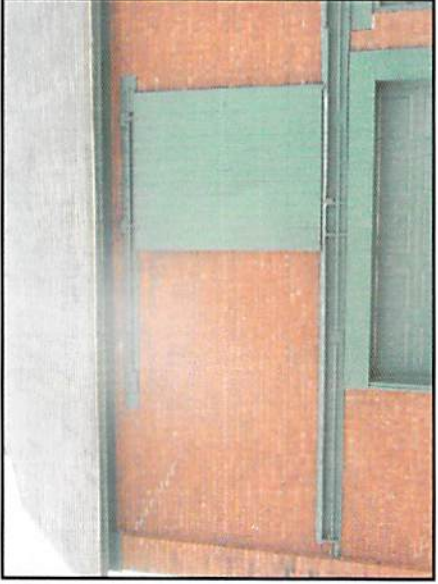
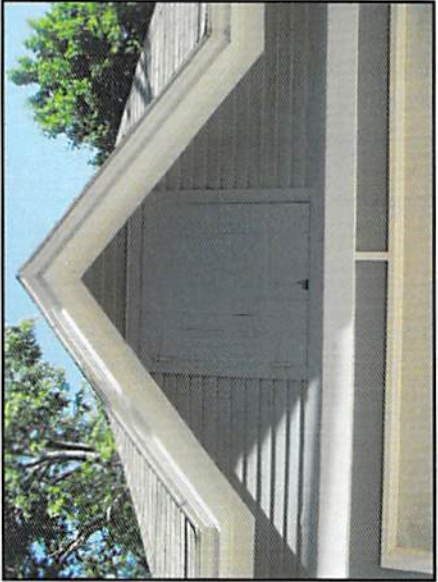
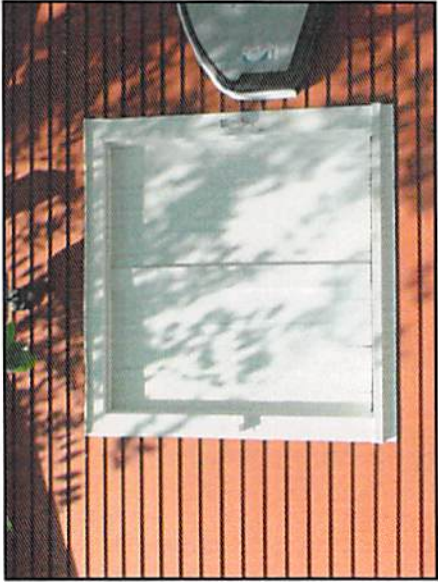
## DOORS & ENTRANCES

### **Service Doors**

Carriage houses generally featured a so-called "service door" used for pedestrian access. A wooden, four-panel service door is generally appropriate for use on any style pre-1935 carriage house.



**Hay Maw Doors**

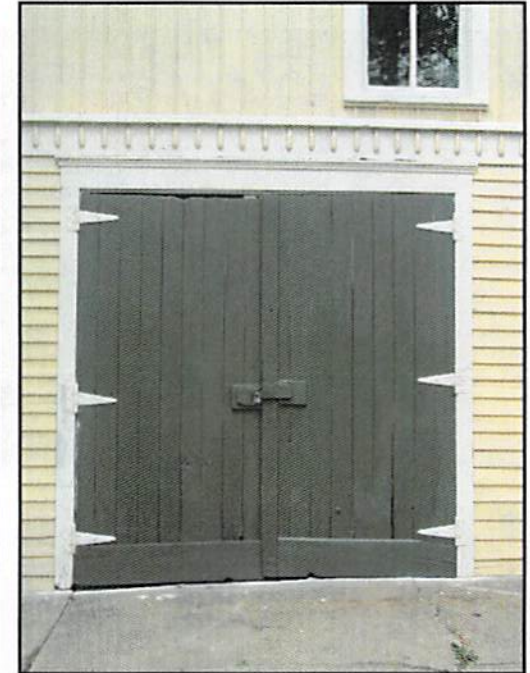
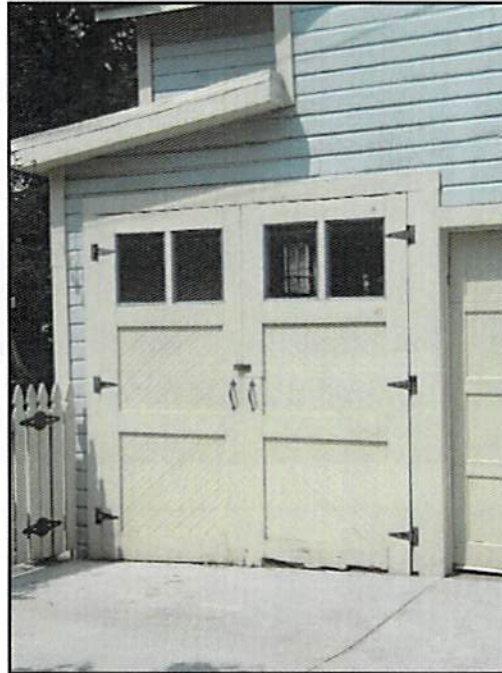


## Garage Doors

The carriage house access door is, respectively, called the garage door. Before about 1920, a wooden sliding door or a side-hinged, swinging door was most likely used on a carriage house. These doors, which were made in a seemingly endless variety of designs, were one of the pivotal architectural features of the building.

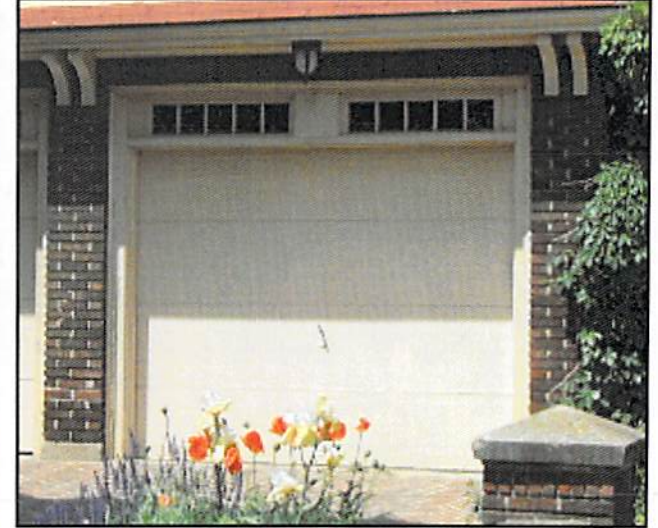
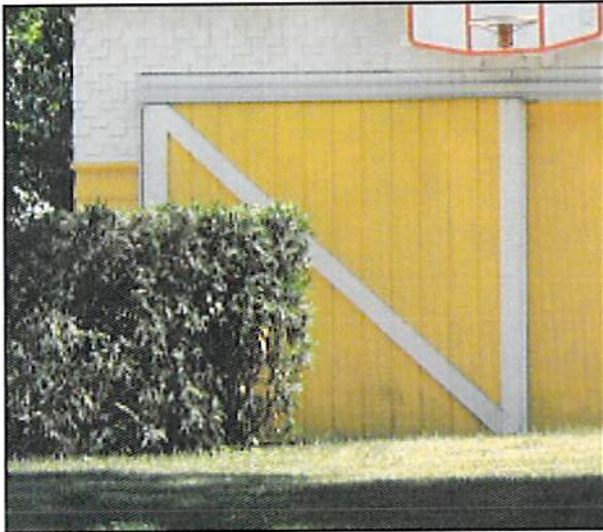
### HINTS FOR DESIGNING A CARRIAGE HOUSE

Carriage style overhead doors are becoming less expensive; however, they are sometimes too “dressy” to reflect the period or actual use of the building. Straight slab overhead doors do not draw attention and are probably a pretty good substitute.



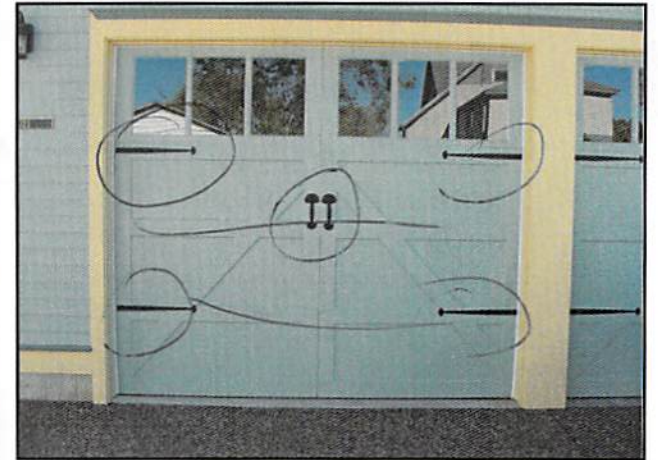
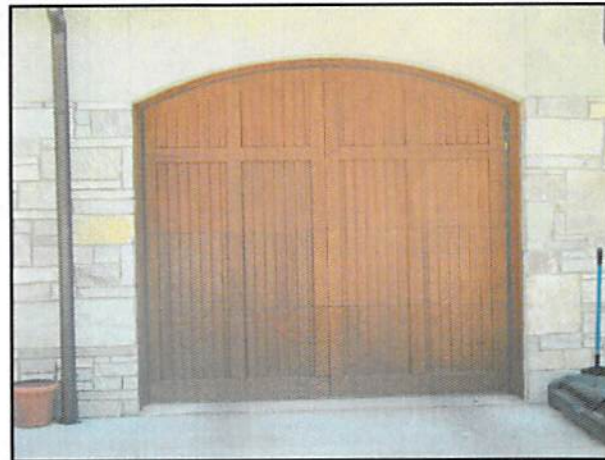
Choosing a new, appropriate looking garage door can be a challenge. A sliding barn door was often mounted on a metal track on the exterior of the building. Although many carriage houses had big, hinged, swinging double doors, early twentieth century garage doors were also made with narrow-hinged vertical sections that slid along top and bottom metal tracks and retracted along the inside of the walls.

The most common type of garage door today is the overhead, sectional type that rolls up on a metal track attached to the garage ceiling. Overhead doors were immediately popular because they took up less space and were less likely to get stuck or be blocked by objects in their tracks than the side-hinged or sliding garage doors. One of the earliest types of overhead door was made of the simple, wooden, multi-panel construction which is still available today. The frame-and-panel overhead wooden door is a good choice when building your carriage house.



You should also keep in mind that it was traditional during the early twentieth century to have a pair of seven-or-eight-foot-wide overhead doors on a two-car garage rather than a single 16-or-18-foot-wide overhead door most commonly used today. It was also common to have windows in them.

By applying flat, beaded wood strips and wooden moldings to the face of a standard solid, flush panel, tilt-up or sectional roll-up overhead garage door,



it is possible to successfully recreate the appearance of the side-hinged or sliding doors originally used on carriage houses and pre-1930s garages while still having the convenience of having an overhead door. Most contemporary-style overhead doors are not suitable if you are seeking to recreate an early twentieth century appearance. Try to avoid using a fiberglass, imitation wood grain vinyl or metal door, or a “flush” overhead door that has the appearance, when closed, of a single, featureless flat panel.

## ROOFS

### Materials

Carriage houses were usually roofed with roof shingles, sometimes stained red or green, although slate was used on the most expensive masonry structures. Today asphalt shingles will probably be the material of choice for roofing a new carriage house, although the use of standing seam metal as a roof material is also acceptable when appropriate. The roof color should match the roofing on the house, unless the roofing on the house is of an inappropriate modern style or color.



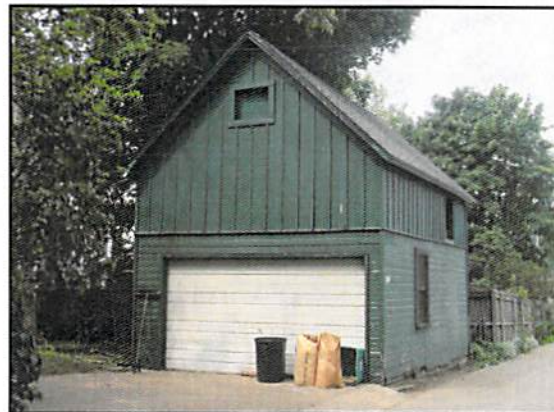
### HINTS FOR DESIGNING A CARRIAGE HOUSE

The Yankee or standing rain gutter was typically used to drain water off the roof of a carriage house, but today, a much better choice would be the half gutter, which is also called an eaves trough.



### Pitch

If you are seeking to recreate the look of a historic carriage house, you will need to use a steep roof pitch and tall sidewalls. You cannot simply add "High Queen Anne" details to a standard modern garage because the proportions will be too low to look correct. Perhaps the most serious flaw in many carriage house plans is that they lack the proper height and proportioning.

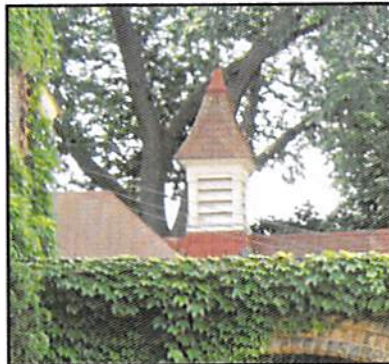


## Dormers



## Cupolas

Carriage houses almost always featured a large and sometimes very ornamental louvered cupola or ventilator at the peak of the roof, which served to exhaust heat and fumes and circulate air inside the building for the benefit of the animals. Several businesses today make wooden and metal cupolas that are appropriate for use on a historic carriage house. Authenticity and quality vary, but the relatively inexpensive, short, boxy cupolas sometimes sold off the shelf at large building supply stores are not recommended. Regardless of the source, a cupola is one of the distinctive stylistic features of a carriage house, and should definitely be incorporated into your design.



## EXTERIOR FINISHES & TRIM

### Siding

Most frame carriage houses were sided with one or a combination of the following materials: Narrow clapboards to match the house, drop siding (also called shiplap), wood shingles, or, in the case of carriage houses built before 1890, board and batten, which consists of wide vertical boards butted up against each other with the joints covered by narrow wooden strips called battens. Drop siding, which is still available today, can give a reconstructed carriage house a distinctive period appearance not possible with other siding materials. Because of the thickness, usually at least  $\frac{3}{4}$ -inch, drop siding historically was not usually installed over an underlayment of sheathing boards and was instead nailed directly over the wall studs. Current building codes would still allow this practice for a carriage house, but it is recommended that some type of sheathing material such as plywood or insulating boards be used as an underlayment for any siding material installed on a new outbuilding today. Early carriage houses were often sided with narrow wooden clapboards.

Like the houses of the era, each outside corner of a wood-sided carriage house or early garage was fitted with vertical corner trim boards. Wood siding is still the preferred material because it allows greater freedom to reproduce a historic color theme.



**Drop Siding**



**Clapboard Siding**



**Board & Batten Siding**



**Brick**



**Wood Shingle Siding**



## Decorative Trim & Siding

### HINTS FOR DESIGNING A CARRIAGE HOUSE

- Stay away from aluminum soffit. Today's plywood is no longer in danger of separation or de-laminating and will look the part. Painted with only latex, not oil primer, it will be as maintenance free as aluminum. Aluminum soffit screams, "I don't belong here."
- Wider moldings, whether aluminum or wood, will better reflect the period.



## Paint

A wooden carriage house can be painted to match the house it was built for, but a simpler coordinating color scheme is historically correct as well. Color possibilities are limitless, and it is advisable to consult one of the many books and resources that are available on historic paint colors. Research indicates that many nineteenth century carriage houses were either painted in dark, rich colors or else white, gray or tan. The following colors, for example, would be authentic for a simple, wood sided carriage house of the late 1890's: walls, dark green; wood roof shingles, stained dark red; window sash, black; and trim, light green or cream.

**The following pages are examples of Carriage Houses that can be found in the City of La Crosse. These carriage houses provide excellent examples of the features and details that the Heritage Preservation Commission is looking for when reviewing new plans and designs.**